

# Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, SATURDAY, JUNE 16TH, 1900.

陸拜禮

號陸拾月陸年百九千壹英港香

PRICE \$21 PER MONTH.

New Advertisements will be found on page 4.

A FINE OLD BRANDY.

**WATSON'S B BRANDY**

IN ONE OF HENNESSY'S SOUNDST PRODUCTS AND AT \$21 PER CASE IS THE BEST VALUE IN THE HONGKONG MARKET.

**A. S. WATSON & CO., LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

**CUTLER, PALMER & CO.'S**

PRICE \$10.75 PER DOZEN

NET

**"SPECIAL BLEND" WHISKY**  
Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON, Hongkong, 13, Praya Central

**NAPIER JOHNSTONE'S**

**SQUARE BOTTLE WHISKY**

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'s Selection.

Sole Agents for LANE, CRAWFORD & CO. Hongkong.

**JOHN WALKER & SONS**

**KILMARNOCK WHISKY.**

This World-renowned Fine Old HIGHLAND WHISKY is shipped by CUTLER, PALMER & CO. and is obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central, Hongkong, 26th July, 1897.

**VICTORIA CYCLE EMPORIUM.**

THE pleasure of cycling consists in having a first class Machine, and the above establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fitting of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Examining a specialty.

MCKIRDY & CO., 43 & 45A, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1899.

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.30 a.m. Every quarter of an hour  
10.30 a.m. to 11.30 a.m. Every quarter of an hour  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 7.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 3 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 35 & 40, Queen's Road Central, JOHN D. HUMPHREY & SONS, General Managers, Hongkong, 1st May 1899.

**HOTEL.**

**VICTORIA HOTEL.**

SHAMHORN CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuisine and best Wines. The Hotel's Best boards all Steamers on their arrival and departure. Telephone address "Victoria, Canton." A. B. C. and Al Codes used.

MADAR & FARMER, T. F. de CRUZ, Proprietors, Hongkong, 16th November, 1899.

**PHOTOGRAPHIC**

PLATES, PAPERS AND CHEMICALS. EASTMAN'S KODAKS, FILMS AND ACCESSORIES. DEVELOPING AND PRINTING UNDERTAKEN. A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

**LISTERINE.**

THE STANDARD ANTISEPTIC.

LISTERINE is a non-toxic, non-irritating and non-escharotic antiseptic, composed of ozoniferous essences, vegetable antiseptics, and benzo-boracic acid.

LISTERINE diluted with water or glycerine speedily relieves certain fermentative forms of indigestion.

LISTERINE is indispensable for the preservation of the teeth, and for maintaining the mucous membranes of the mouth in a healthy condition.

LISTERINE, employed in the sick-room by means of a spray, or saturated cloths hung about, is actively exsiccating and rapidly oxidizing in its effects upon organic matter about in the atmosphere.

**WATKINS, LIMITED.**

**BISMARCK & CO.,**  
27 & 28A, PRAYA CENTRAL.

ENGLISH ADMIRALTY COAL, ELECTRIC FAN SETS AND MOTORS. DRY AND WET BATTERIES. ALL COLOURS OF BUNTING. GERMAN CIGARS. IMPERIAL AND LAGER BEER. Fresh Water Supply at Shortest Notice. Terms Moderate.



**BOL'S OLDEST AND FINEST GENEVA GIN.**

IN CASES OF 1 DOZEN STONE BOTTLES. THE BEST GIN FOR COCKTAILS.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

SUMMER REQUISITES.

**COTTAM & CO.**

Have a Full Stock of BATHING DRESSES, BATH GOWNS, BATH TOWELS, SUMMER UNDERWEAR, &c. &c.

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC,**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY—**

THE "PAIL MAIL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—SIEMSEN & CO., HONGKONG.

**LANE, CRAWFORD & CO.**

WINE & SPIRITS

OF THE BEST QUALITY ONLY.

CHAMPAGNES—AYALA, ROUSSEILLOU, SPARKLING "DRY ROYAL" SAUVIGNON. BURGUNDIES—CHAMBERLAIN, FOREMART, CHARLES, &c. CHATEAU, CAPEL. HOCKS—HOCKBURN, LATHAM, HENRI. SHERRIES—COGNAC DE TAILLIS, CARRERA. PORT—"Two Star."

WHISKIES—NAPIER JOHNSTONE'S, BUCHANAN'S, COCKBURN'S. BRANDIES—HENNESSY'S and ELEANOR'S. GINS—"LONDON DRY," BOARD'S OLD-TOP and PENNYMOUTH. LIQUEURS—ALL KINDS, and BEST QUALITY.

BRITISH WINES—GINGER WINE and BRANDY. FOSTER'S ALES and STOUTS, &c. &c. &c.

EVERYTHING KNOWN IN MUSIC.

THE

**ROBINSON PIANO CO., LD.,**

MANUFACTURERS.

**THE VICTORIA DISPENSARY,**

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

**MANILA CIGARS.**

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

Entrance, 105, HOUSE STREET (Victoria Hotel).

OLD SCOTCH WHISKY.

\$15.00 per doz.

CLUB WHISKY.

\$12.00 per doz.

TEACHER'S HIGHLAND CREAM.

\$13.00 per doz.

THE FINEST WHISKIES AT THE PRICE ON THE MARKET.

SOLE AGENTS—

**H. PRICE & CO.,**

12, QUEEN'S ROAD.

NOTICES OF FIRMS

NOTICE.

WE have this Day authorized Mr. NICHOLAS GEORGE MAJER to Sign our Firm Per Proclamation until further notice.

MORE & SEIMUND.

Hongkong, 14th June, 1900.

NOTICE.

I HAVE this Day commenced Practice as an ARCHITECT, ENGINEER, and SURVEYOR in 18, Bank Buildings, EDWARD OSBORN, A.R.I.B.A.

Hongkong, 11th June, 1900.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held on MONDAY, the 18th June, 1900, at 3 o'clock, p.m., at the Chamber Rooms, City Hall, to NOMINATE a MEMBER of the Chamber to take the place of the Hon. HERBERT SMITH in the Legislative Council during the absence on leave from the Colony of the Hon. T. H. WHITFIELD.

By Order, R. CHATTERTON WILCOX, Secretary.

Hongkong, 12th June, 1900.

NOTICE.

A SPECIAL MEETING of Her Majesty's Justices of the Peace will be held at the Magistracy at 2.15 p.m. on WEDNESDAY, the 20th day of June, A.D. 1900, for the purpose of considering an application from one NOWROJEE HILCHAY MOOLLA for the transfer of his Publican's License to sell and retail intoxicating liquors on the premises situate at House No. 30, Bulkeley Street, under the sign of "The Hung Hom Hotel," to one CAWASJEE HOEMASJEE SANGA.

F. A. HAZELAND, Acting Police Magistrate.

Hongkong, 9th June, 1900.

NOTICE.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$4.50 per Cask of 375 lbs. net ex Factory. \$2.80 per Bag of 250 lbs. SHEWAN, TOMES & CO. General Managers.

Hongkong, 8th June, 1900.

NOTICE OF REMOVAL.

THE Offices of the HONGKONG DAILY PRESS, CHUNG NGOI SAN PO, CHRONICLE & DIRECTORY have this day been Removed to 9, PRAYA CENTRAL.

Entrances: East Lane, recently Messrs. Wends & Co.'s Office, behind Messrs. Shewan, Tomes & Co.'s premises.

Hongkong 1st May, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 6 and 7.

**INSURANCE.**

**STANDARD LIFE ASSURANCE CO.**

The Rates of Premium for Home and foreign residence are very moderate and consistent with the risk. Immediate reduction to Home Rates on return to Europe or other temperate climate. For Proposal Forms, rates, and full particulars, Apply to

DODWELL & CO., LIMITED.

Hongkong, 9th November, 1899. [3-1742]

**HOTELS.**

**HONGKONG HOTEL**

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

**THE PEAK HOTEL.**

City Office: 7, Duddell Street.

[1025]

**HOTEL CRAIGIEBURN.**

CENTRALLY situated at Plunkett's Gap.

The Peak, 1,500 feet above sea level and 500 yards from Train Terminus.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd April, 1900.

[1020]

**THE WAVERLEY HOTEL.**

ICE HOUSE STREET, HONGKONG.

**FIRST-CLASS PRIVATE HOTEL.**

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

[45]

**THE CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899.

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**HING KEE HOTEL.**

(ESTABLISHED 1873)

**MACAO.**

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "Hingkee."

[1780]

**"BOA VISTA" HOTEL**

**MACAO.**

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong, and the journey is made each day (Sundays excepted) by the "Majestic" Saloon Steamer "HONGKONG" in 4 hours, leaving Hongkong at 2 p.m. and Macao at 8 a.m.

Connection made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply

J. H. O'BRYEN, Manager.

Telegraphic Address: "Boavista."

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## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

NOW READY.

THE  
CHRONICLE AND DIRECTORY  
FOR  
CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHER-  
LANDS INDIA, PHILIP-  
PINES, BORNEO, &c.,  
1900

THE THIRTY-EIGHTH ANNUAL ISSUE.

A. S. WATSON & CO.,  
LIMITED.OUR  
AERATED WATER  
FACTORYHas been recently greatly enlarged and  
re-fitted with the best English Machinery,  
embodying the latest improvements in the  
trade.THE PUREST INGREDIENTS only  
are used, and the utmost care and cleanliness  
exercised in the manufacture throughout.THE WATER USED is specially filtered  
and proved by repeated analyses to be  
absolutely pure.FOR COAST PORTS Waters are packed  
and placed on board ship at Hongkong  
prices, and the full amount allowed for  
Packages and Bunkies when received back  
in good order.Orders through Local Post or by Telegram  
receive prompt attention.Counterfoil Order Books supplied on  
application.Registered Telegraphic Address:  
"DISPENSARY, HONGKONG."A. S. WATSON & CO., LIMITED,  
AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymous or signed communications that have  
directly appeared in other papers will be inserted.  
Orders for extra copies of Daily Press should  
be sent before 11 a.m. on day of publication. After  
that hour the supply is limited. Only supplied for  
Cash.  
Telegraphic Address: PRESS—A.B.C. Code.  
P.O. Box 83. Telephone No. 12.

## The Daily Press.

HONGKONG, June 16th, 1900.

APART from the unexplained disaster to the militia battalion of the Derbyshire Regiment, of whom more than one hundred have fortunately been recovered by Lord Methuen, the week which ends to-day has seen considerable progress made in South Africa. A decided movement of the Boers toward the Eastern border of the Transvaal appears to have commenced. The success of General Buller, whereby he rendered untenable the strong Laings Nek position, is particularly welcome. He accomplished this feat by two flank movements, it would seem, the first on the left by Bothas Pass, and the second by Almonds Nek on the right. In consequence of these operations the Boers, afraid of being cut off altogether, have beaten a retreat, leaving the Laings Nek tunnel wrecked for about one hundred and fifty yards at either end. This unfortunately cannot but delay progress to a certain extent on the eastern border, but it is the less serious in that General Buller is now almost in touch with the main British forces and Lord Roberts, himself, who as early as Monday night had practically gained command of

the Boer position, since completely evacuated at Middleburg Road. Meanwhile, as a precaution against the attacks of such roving Boer forces as mysteriously swallowed up an entire battalion of the Derbyshires, Kroonstad has been strongly reinforced and the Commander-in-Chief deprecates any anxiety. The problem which remains now to be solved is whether the eastward movement of the enemy is directed and whether they will make a determined stand. Burdened as some of their forces are with prisoners, their mobility is seriously impaired; they have indeed practically ceased to retain many of their wounded prisoners, presumably those less able to move. It looks as if within short space of time they must either set free their captives or make a stand somewhere on the eastern side of the South African Republic's territory. Either alternative will be welcomed.

As far as the fighting is concerned matters are going for the most part very favourably for us. There is a certain gravity in the situation arising from Mr. Schreiner's resignation of the Premiership, in that this studiously neutral gentleman's tenure of the post was a kind of guarantee for the quiet attitude of a large number of passive sympathisers with the Republicans and their rebel friends. Mr. Schreiner's reason for resignation is stated to be the treatment of the rebels captured in arms against our forces. As this treatment has been marked by extreme moderation (such as wisdom indeed demanded) it can only be said that Mr. Schreiner is acting very disloyally if he is seeking to embarrass the British Government at the present moment. He has met with an indulgence which certainly no other country in the world would have tolerated; and after making every concession for the fact that he is Dutch and must sympathise with his own blood, still we cannot look on his action as anything but the worst ingratitude. Our conduct, in spite of the demands of many whose feelings have been naturally outraged at the sight of hundreds of deaths due to the action of traitors, has been remarkable for its lenience. Mr. Schreiner makes an ill return, but we cannot believe that he will carry the mass of Dutch Moderates with him should he seek to make the situation worse.

Mr. Paul Sacher, of Messrs. Carlowitz & Co., has received from H. I. M. the Emperor of Germany the order of the Red Eagle, IVth class.

As a rickshaw was running along Caine Road yesterday morning an old woman was knocked down by the coolie, and one of the wheels of the vehicle ran over her head. She was badly hurt, losing a considerable quantity of blood. The rickshaw man refused to stop. The old woman was sent home to Wauchin in a chair.

At the meeting of the Terrible Reception Committee which was held on Thursday afternoon, it was decided that the balance of the fund, which is estimated roughly to amount to \$1,000, should be handed over to Captain Percy Scott, R.N., C.B., in order that he may devote it for the benefit of the crew of the Terrible in such ways as he may think fit.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme will be:—  
March "Bozka"..... Thompson  
Overture "Light Cavalry"..... Sippe  
Selection "Bonnie and Ben"..... Godfrey  
Waltz "Moderate"..... Walldorf  
Balero "Le Muletier"..... S. North  
Polka "Chateau de L'Esperance"..... Walldorf  
"God save the Queen."

At the Magistracy yesterday two bar-boys employed at the Soldiers' Club, Queen's Road East, were charged with larceny. Mr. Tirrel, the manager, said that he had missed money from the bar till of late, and suspecting the defendants he followed them on their leaving the club on Thursday night, and some money was found on them. One of the boys was discharged but the other, who admitted having stolen 40 cents, was sentenced to two months' hard labour.

Yesterday Hongkong witnessed one of the heaviest rain-storms seen for many years—according to one resident the heaviest since 1859—and the whole town was in a state of flood, with lakes in the lower portions and waterfalls and torrents in the upper. The storm broke over the city early yesterday morning, continuing almost unabated until getting on for ten o'clock, when it slackened somewhat. In many cases great boulders were brought down the hill-side and some of the roads were absolutely cut up and washed away in large patches. Over the banking walls in Caine Road, of the insecurity of which we wrote in April last and which were afterwards strengthened, a miniature Niagara was running, which would certainly have carried away any weaker structure. The bridge over the nullah which runs past Murray Barracks and through the Naval Yard seemed to be seriously threatened at one time by the furious waters beneath, while the harbour was discoloured for a long distance out from shore by the mud brought down by them. Shirley Street was rendered almost impassable by the bursting of a drain, and deep ruts were washed into Castle Road. In the lower levels several places of business were flooded, including the premises of the Robinson Piano Company and Kruse's Cigar Store. At Hung Hom an immense stone which had been loosened by the rain dashed into the blacksmith's shop at the Docks, and destroyed a number of crucibles.

In the 24 hours ending at noon yesterday there were reported ten cases of plague and eight deaths.

The man who had been arrested on the information of the Chinese authorities for being concerned in the attack on the *Changsha* during her trip from Wuchow to Hongkong, when one man was killed and the assistant comprador kidnapped, has been brought before Mr. Hargrave at the Magistracy and remanded to gaol to await the order from the Governor as to his being handed over to the Chinese authorities.

When the railway is opened, as it will be in a very few months, to Korat, says the *Bangkok Times*, the goods traffic will not by any means be confined to paddy and cattle. Even the hill district will yield its quota of trade, for there are already four quarries opened near Klong Fai, and others are in prospect. The stone is a hard, fine-grained sandstone and is capable of taking on a very fine finish, and each quarry yields a different coloured stone. Stone of such quality is a new thing in Bangkok, and there is a prospect of a considerable trade. It is said that there is a marble quarry also.

L'Avenir du Tonkin, commenting on a Havas telegram which announced that, while many European warships were already at Taku, Admiral Courbet and the French vessels were "expected," says—"All the European nations interested have marines and warships at Taku while we, the nearest neighbour (?), if not the most interested, are unrepresented at present." The article concludes—"There are disturbances just now, but let us keep quiet, the alarm will pass and all grow calm again. After a second or third time of the same kind we shall get there in time to gather up the crumbs of the cake which has already been cut up and perhaps eaten."

The evidence against the keeper of the emigration house at 48, Connaught Road, and his two foks has been concluded and Mr. Haselard has given his decision. A dole who had been brought over to Hongkong was staying at the boarding house in question, and because he refused to go on to Singapore a disturbance ensued, the coolie being ultimately thrown down the stairs. He was found in a state of collapse by a Chinese constable, who on learning what had taken place went upstairs to interview the master, when he was set upon by the latter and two of his foks. The master was sentenced to four months' hard labour for assaulting the coolie, and for attempting to rescue his master from the hands of the constable the foks were sentenced to a month's hard labour. Each of the defendants was fined \$10 for assaulting the constable when in the execution of his duty.

## THE CRISIS IN THE NORTH.

THE DEPARTURE OF TROOPS FROM HONGKONG.  
The *Hsinan*, which should have left the harbour on Thursday, did not actually start till one o'clock yesterday afternoon. She left behind 200 men of the Hongkong Regiment, whom it was decided not to take owing to lack of proper accommodation, or because it was not thought good to reduce our garrison so much. These men will not therefore proceed to the north, as far as is at present arranged. To-day at 9.30 H.M.S. *Terrible* leaves for the north, taking with her Major F. Morris, in command of the expedition, Colonel O'Gorman, and 400 Royal Welsh Fusiliers and details. The men will embark at 6 a.m. The *Terrible* will also take with her a supply of wood, iron, wheels, etc., and on the journey mountings will be provided for her twelve-pounder guns, similar to those prepared by Captain Percy Scott for use in South Africa.

The forces taken out will include 6 officers, 14 non-commissioned officers, 6 buglers, and 237 of the rank and file, Royal Welsh Fusiliers (2nd Battalion); one officer, 300 non-commissioned officers, a bugler and 18 rank and file of the Royal Engineers (2nd Company), with 12 rank and file of the Hongkong Company; one officer, R.A.M.C.; with items from the Army Pay Department and Army Service Corps and hospital attendants.

It is considered not improbable that the *Rosario* may follow the *Terrible* north. The *Rosario* would be a serviceable vessel, for with her draught she would be able to proceed up the Peiho to Tientsin, whereas the *Terrible* of course can only get within a short distance of Taku and land her men.

## U.S.S. "BROOKLYN" GOING NORTH.

It was reported in Manila on the night of the 11th inst. that the U.S.S. *Brooklyn* had received orders to proceed to the Gulf of Pechili to watch the development of affairs at Tientsin and Peking to protect American interests. The *Brooklyn* has a complement of 500 or 600 men and can land a strong force if occasion demands.

FAILURE OF WESTERN TELEGRAPH LINE.  
The Eastern Extension and Great Northern Telegraph Companies have been informed by the International Telegraph Office at Bern, that the telegraph line between Peking and Kalgan, on the way to Kialkita, has been destroyed by the rebels.

## LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Wakana Maru* (European Line) left Singapore for this port on the 14th inst. and is expected to arrive here on the 19th inst.

The N. P. steamer *Gheugle* has arrived at Yokohama, and sails for Hongkong to-day.

The O. S. S. steamer *Thyba* left Yokohama on the 13th inst. for Kobe, Moji, Shanghai and Hongkong.

The N. Y. K. steamer *Kirokawa Maru* (Bombay Line) left Kobe via Moji for this port on the 13th inst. and is expected to arrive here on the 20th inst.

The T. K. K. steamer *Amerika Maru*, which left Shanghai for this port on the 14th inst. at 10 a.m.

## OCCASIONAL NOTES.

The Food Supply Commission has been industriously taking voluntary evidence of the rise in the price of food stuffs and though their report is not likely to prove of much utility it will be read with a great deal of interest. Unless the colony is placed, under, say martial law, i.e. the will of the administrator, it is really not easy to see how anyone is going to impose a fixed price for food stuffs, especially when we depend for our supply on the caprice of the foreign producers. Who is going to prevent the Cantonese farmers from selling their potatoes at so much a picul extra, or the cattle-dealers from putting up the price of oxen, if they so desire?

Now an important factor in the increased price of provisions, perhaps after all the most important—and this is a tip for the Commissioners—who may have overlooked it—is that it is not the local consumption so much as outside consumption that has increased the price of food. For instance they are feeding in the Philippines a hungry campaigning army of 60,000 Americans, and the relations of an American soldier are somewhat different to those of his predecessor, the Spaniard. It is quite true that the American commissariat wisely get most of their meat and vegetables from Australia and tinned provisions from America—but they do not get it all. This is Hongkong's misfortune. So that if our Commissioners—who are doubtless by now authorities on the market price of turnips and beans, and can give the average housewife a few points—do not pool-pool this idea they may, with the enthusiasm characteristic of local Commissioners, enquire and be satisfied. Only recently there was a dearth of potatoes in the Philippines—in fact the American army, I am informed, went without potatoes for a week. Telegrams were flying up and down the China coast for potatoes, with little avail, and those Chinese who had stocks, like Joseph with his corn, held on till prices went up and then made a good thing out of it.

Not only does this apply to potato-consuming Americans, but also to Russians. It is well known that the Russians, even at Vladivostok, get their fresh food from North China, principally Chefoo, but with the tremendous increase in garrisons, it may become a question as to whether the China ports can continue to supply this part of the Far East. Certainly the increased demand will mean increased prices, and if this Boxer rebellion is going to spread and the celestial grover of vegetables is going to drop the hoe to take up the spear the prospect of a reduction in the cost of living is very remote.

So much for the food supply, but that is not alone the cause that makes dollar-earning a cheerful duty in Hongkong. The average individual can submit to a monthly extortion of a few cents by our mutual friend the comprador, but it is the jump of 100 per cent. in the rent that makes one collapse. This is a matter that a Special Commission could deal with, and at least two members of the Legislative Council, who are flourishing landlords, might be induced, as the representatives of a submissive and long suffering people, to give evidence on rents and their periodical increase. Their evidence would be so valuable—the situation, too, would be so interesting.

The departure of troops from Hongkong to assist in crushing the Boxer rebellion or smashing the Manchukuo dynasty, whatever it may ultimately turn out to be, raises a very important point. That is, the question of the equipment of our forces. If the Hongkong men are only going to do battle with Boxers all well and good—a Martini-Henry rifle is an excellent match for a Chinese jingal, and a R. M. L. 7 pounder battery may not be un- favourably equipped against a Chinese battery of brass muzzle-loading cannon. Therefore against the invulnerable Boxers the force should do very well indeed.

But are the combined forces going to meet Boxers, or Boxers and Imperial soldiers combined? Are they prepared for eventualities? Judging from the latest report General Nish's men have joined the rebels and in that case very different men from murderous rodies or fanatical peasants will have to be dealt with. The Transvaal War has taught the British how under-equipped we were compared with our adversaries when we first took the field. If the Hongkong force has to meet the Imperial foreign-drilled troops the same fatal mistake will have been repeated.

To put a battery of 7 pdr. muzzle-loading cannon against the numerous magnificent Krupp field batteries with which the Chinese Imperial foreign-drilled troops are armed would be suicidal. Then the Chinese infantry are armed with the latest pattern Mauser magazine rifle against the Martini of our Indians. The writer has seen the Chinese foreign-drilled troops in the last war and in a recent rebellion—small though it was, and they did excellent work. The constant drilling by Continental instructors of picked men that form the foreign-drilled brigades, since the China-Japanese war, have produced an army that, even in numbers alone, will more than prove a match for the present much too small body of allied troops. Therefore it behoves those in command to see that our men are not altogether outclassed in equipment, and any initial mistakes should promptly be corrected. It is to be hoped that after all the Boxers will prove the only adversaries.

[Since the above was written we learn that Captain Scott will mount four naval 12 pdr. B.D.]

OBSERVER.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## CHINESE AFFAIRS.

London, 14th June, 7.31 p.m.

A MINISTERIAL DECLARATION.  
Mr. Brodrick stated in the House of Commons that the Powers have arranged to protect life and property in China.

Shanghai, 15th June, 6.1 p.m.

BRITISH BUILDINGS OUTSIDE  
PEKING BURNT—TELEGRAPH  
FAILS AT TIENTSIN.

The British Legation and mission buildings on the western hills outside Peking have been burnt down. The telegraph wires have stopped working at Tientsin.

## THE WAR.

London, 14th June, 7.31 p.m.

BOERS RETIRING—SUCCESS IN  
SOUTH TRANSVAAL.

Lord Roberts reports that the enemy evacuated strong positions on Wednesday night and retired eastwards. General Buller co-operating. Wakkerstroom has submitted to General Lyttelton.

THE POSITION AT KROONSTAD.  
Kroonstad is strongly held by our forces. Lord Methuen has returned to the Rhenoster River.

THE DERBYSHIRE LOSSES—  
WOUNDED RECOVERED.

The 4th Batt. Derbyshire Regiment's casualties on the 7th inst. were 36 killed and 104 wounded. Lord Methuen has recaptured the wounded.

General Buller reports that 150 yards at each end of the Laings Nek tunnel have been destroyed. The casualties since the 6th inst. number 197.

## REUTER'S SERVICE.

LONDON, 13th June.

THE WAR IN SOUTH AFRICA.  
The *Daily Mail* correspondent at Bloemfontein reports that General Hunter, after making a brilliant march from the North West, severely defeated a large command of Boers to the North of Kroonstad.

Reuter's correspondent at Maseru reports that the Boers occupy in that neighbourhood a very extensive position, but that Generals Methuen, Rundle and Bralet, with nearly 50 guns, completely surround them.

## ASHANTI.

The Relief force for Kumasi, after severe fighting, has been compelled to retire to await reinforcements.

LONDON, 13th June, 1900.

THE ORANGE RIVER COLONY.  
Lord Roberts at Pretoria, 12th inst., says that General Methuen gained a complete victory over Commandant De Wet's forces at Rhenoster River on the 11th, capturing the camp and scattering the enemy in all directions. The despatch adds that General Methuen was despatched to join General Methuen whom he met at Vrededorp on the evening of the 10th. Generals Kitchener and Methuen marched towards Kroonstad on the 12th.

THE TRANSVAAL.  
Lord Roberts on the 11th inst. ordered an attack on Commandant Botha, who occupies a strong position, with an unassailable front of 13 miles, to the east of Pretoria on the Middleburg Road. Generals French, Hamilton and Pole-Carter were engaged in the attack, in which Colonel the Earl of Airlie, Major Fortescue and Lieut. the Hon. Curwenish were killed.

THE EMBARKATION OF THE  
NORTH CHINA FIELD  
FORCE.

SOME POINTS FOR CONSIDERATION.  
For the conveyance of the native portion of the force—Asiatic Artillery and Hongkong Regiment—the *Hsinan* of 2,412 gross, 1,536 net tonnage, 248 nominal horse power, built in 1890 and belonging to Messrs. Jardine, Matheson and Co., was chartered. Why the *Hsinan* was selected is somewhat of a mystery, judging from what the G. O. C. said in a public place, viz. that the *Hsinan* would start at 5 p.m. on the 14th, ready or not ready, the authorities considered that it was important to get the troops away with the utmost despatch, yet when the *Hsinan* was taken up there were in the harbour, so ship brokers say, four or five other vessels of from two to five knots greater speed open to charter, and of these several two to a non-professional eye more convenient and commodious in every respect.

To fit any ship for the reception of troops an immense deal of work has to be done, and the accommodation to be provided varies greatly with the character of the troops carried; the fitting required for British troops are not suitable for Indian troops and when Indian troops are embarked, care has to be taken to make provision to meet the various requirements of

the different religions, castes or nationalities of the men composing the force. In this case the *Hsinan* had to be fitted with a new wooden main deck, and provision had to be made for carrying both Sikhs and Mahomedans. To get the work done expeditiously it would seem obvious that the Dock-Yard Officials, on whom the carrying out of the alterations devolved, should be notified at the earliest possible date of the nature of the force to be carried, but on the *Hsinan* a considerable amount of work towards fitting her to take British troops had been actually put in before orders were given that she was to carry Indian troops only and in consequence much gear had to be torn out and work undone.

The scene on board on Tuesday afternoon was one of indescribable confusion; on the main deck and elsewhere were swarms of Dockyard hands working, and working hard too; alongside were lighters and pontoons with stores, ammunition, guns and equipment; lounging on deck and below were dozens of able-bodied coolies, occasionally doing a turn of work, but more usually not; in various parts of the ship might be found officers, Naval and Military endeavouring to get stores, &c., and to reduce chaos to order. But what struck the casual observer most forcibly was that there was no one in charge, no head, no central authority. Not once but many times conversations like the following might have been—

"May we—overhead." Said one harassed officer to another harassed officer, "How is so and so to be done?" "I don't know, it is not my job." "I know that and it is not mine either, but we must get it done." Then they would go and do it. So the work was done after a fashion, but it meant delay, confusion, inefficient stowing, loss of stores and loss of time.

In the reports in the home papers of the embarkation of troops and stores for South Africa officials called "Embarkation Officers" are frequently mentioned as being in charge and they are spoken of as trained men and their work commended for the smoothness and rapidity with which it was done. It must be presumed from the absence of any like official on Tuesday that Hongkong is too small a place to have on the permanent staff any man to take up this important duty on an emergency, but among the many capable officers who were working on board the *Hsinan*, some of whom apparently had had previous experience of like work, one might have been put in command and the irritating friction and delay inseparable from the absence of definite orders and constituted authority might have been avoided.

It is impossible to say whether with proper organisation the ship could have been got away by the time named, but the fact remains that she did not go then and that the troops which had been ordered to embark at 4 p.m. had to return to barracks. The Asiatic Artillery had been out in camp at Devil's Peak and had struck their camp in the morning. Presumably room was made for them in the other men's barracks, for otherwise they must have passed a singularly uncomfortable night, as though at 4 p.m. embarkation was ordered for 10 p.m., it was again postponed to 6 a.m. next morning.

What happened at 6 a.m. was, nevertheless, the tremendous downpour of rain which deluged the colony on Friday morning, but this much is certain, that the *Hsinan* did not leave her moorings till after mid-day and even then had to go without 200 men of the Hongkong Regiment for whom room could not be found.

## MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 10th June.

MANILA STUBBED OVER THE CHINESE CRISIS.  
The Boer war, the Philippine insurrection, and all other military and naval affairs are shoved, while the interest is daily growing in the crisis that is generally reported to be approaching in North China. The telegrams that have been received in Manila are the merest skeletons of news, and by the time that the local editors have padded them out to make them interesting there is very little reliable information left. Little is known in Manila about China, especially about Tientsin and Peking, and every report that comes along is sceptic in blind good faith. The discussions and correspondence of the Hongkong papers are largely quoted in the local newspapers; beyond these there are no sources of Chinese news.

FOREIGN CORRESPONDENTS ORDERED TO CHINA.

That the world believes a crisis is at hand is shown by the fact that two of the greatest news agencies have sent telegraphic orders to their Philippine correspondents to hurry to North China. Oscar King Davis, of the *New York Sun*, and Robert Collins, the London correspondent of the Associated Press, will leave in two or three days for Tientsin. Both have had large experience in handling political situations, and have spent several months in studying the Philippine question. Frederick Palmer, special correspondent of the *New York World* and *Collier's Weekly*, will also leave for China about the fifteenth of the present month. Mr. Palmer contemplates an extended trip into Siberia.

## TROOPS FROM CHINA.

The movement of troops from the Philippines to China has been and is being considered. Many papers have printed lengthy discussions on the possibility and advisability of taking troops from the more pacified districts and sending them to Chinese shores for the protection of American interests. The number of marines on the Asiatic station is limited and if any emergency arises troops will very likely be necessary. Private cablesgrams have been received by a Manila correspondent from the European office, instructing him to go to China in the event of American troops being sent there. All these things are indications of the light in which the situation is regarded. Gossip in the clubs and among the foreign population, however, shows very divided opinions



Many hold the affair is merely a "dash in the pan" and that the real explosion has not come. Others assert that the situation will constantly become more serious until the storm that has been promised for the last eight or ten years will break and have itself out.

#### PHILIPPINE AFFAIRS.

The results of the campaigning of the last week, summed up briefly, show activity a little above the average. Disturbances have been felt in many parts of the archipelago, but principally in central and southern Luzon and Panay Island. The American losses have been nine men killed, including one captain and one lieutenant; twenty-three wounded including two captains; and one captain has been captured. The reported Filipino losses are two hundred and eighteen killed, including two mayors of towns, sixty-three wounded, one hundred and forty-two men and one hundred and fifty-nine rifles captured.

#### A HARD FIGHT.

The toughest fight of the week took place in the Camarines, in South Luzon. Captain Steinhauser, with thirty-one men of the 45th U. S. Volunteer Infantry, was reconnoitering in the vicinity of Daet, when he was attacked by a force of rifle and bolo men. The position was particularly advantageous to the enemy, and before a safe place could be reached, three men had been killed and seven wounded. Captain Steinhauser was seriously shot through both legs and may not recover. Finally the remnant of the detachment charged the insurgents and succeeded in scattering them. In the few minutes thus gained the Americans managed to retreat to the church, carrying their dead and wounded with them. They barricaded doors and windows and prepared for a siege. It was some time before the enemy could collect again and returned to the attack. Fighting went on for several days, and food and water were almost unknown. As there was no surgeon with the party, the wounded men were absolutely without surgical aid, and their sufferings were awful. Finally one of the privates, an artificer, volunteered to attempt to pass through the insurgent lines and bring up aid. He stole out of the church at night and after many narrow escapes he succeeded in getting outside the insurgent cordon. Then by dint of the hardest travelling and careful avoidance of the insurgent bands he reached the nearest American garrison and told of the fate of his detachment. Reinforcements were immediately started for the imprisoned men, and after a lively fight the besiegers were driven off. When the church was at last opened, there was less than a quart of water left for the outfit, wounded men and all. The insurgent loss is unknown.

#### THE WEST AFRICAN DISTURBANCES.

As the outbreak at Coomassie (or Kumasi) is apparently growing more serious, the following remarks on the revolt and its origin, from the *Saturday Review*, will be of interest:

The revolt is incorrectly described as a revolt of the Ashantis: it is a revolt of the Kumasis, the leading tribe or clan of the old Ashanti power; the Bekwas formerly part of the Ashanti kingdom. The Kumasis, whose country includes the town and stretches a good way to the north and east of it, must be numerous since on the 30th they were able to attack seriously both the fort and the relieving column. No importance however can be attached to the numerical estimate, since the whole country is the densest bush in which close fight is impossible. Advance through it can be made only in single file and ambushes cannot be avoided, for the simple reason that the jungle on each side of the path is practically untraversable. There ought however to be a road ten yards wide from Kumasi to the fort, and presumably, since we have occupied Kumasi for some years, it really is kept open, but even so surprises are bound to happen. On the other hand the tribes are armed only with trade guns and the nature of the casualties show sufficiently what happened; a volley was poured at short range from the bush out of muzzle-loading weapons mostly charged with scraps of old iron. But when it comes to attacking the garrison of Kumasi the conditions are such as to give no chance to an enemy armed in this way: a hundred men with modern rifles behind a stockade with a special cleared area in front of it, and a few thousands there is therefore no cause for anxiety about the garrison; and the column under Colonel Willcocks, though it will probably be attacked, has nothing to fear on its march to Kumasi. When the punitive expeditions begin and it is necessary for comparatively small bodies to force their way through the forest, there will be no doubt be some small-scale fighting, but no such as the revolt, merely local nothing serious need be apprehended.

And on the whole it seems that the revolt is local. So far no certain cause has been assigned. The notion that the country rose to prevent us from getting possession of the famous golden stool of the Ashanti Kings cannot be taken seriously, though the threatened capture of so great a fetish might well be the spark to kindle a revolt. A far more serious ground of apprehension has been suggested by those who are in this the reconnaissance of the hut-tax trouble. In Sierra Leone we simply drove a population of friendly natives into revolt by imposing on them a tax which they held we had no right to impose, seeing they were bound to us only by treaties of friendship and commerce; and a tax which they reasonably regarded as unjust, seeing that it was imposed only on the Protectorate, not on the Colony. In Ashanti we hold by the right of conquest which all men recognize, black or white, and we are not likely to repeat the injustice of differential taxation. But direct taxation of any kind in a country so raw and savage is a very questionable expedient, and a general rising against us in West Africa would be a very awkward matter.

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#### THE NAVAL GUNS WITH THE LADYSMITH RELIEF COLUMN.

The following is the conclusion of the lecture given by Captain Light, R.N., at the Theatre on Wednesday night on the "Mountings of the Naval Guns and their subsequent use with the Ladysmith Relief Column."

Wednesday 21st.—Colonel was now being made our rail head for supplies. The point for decision was now, where should we cross. It was evident this morning at daybreak that the Boers were off, and any resistance we might meet in crossing and pushing on would be certain parts of the nature of a rear guard action. For our flanking hill gave us an enormous advantage. To cross at Colenso offered many conveniences, but rather meant losing our grasp of the flanking hills. Still the Boers seemed really off, so it did not appear a vital point. Anyhow, a pontoon was this morning placed about a mile north of Fort Wylie, and while the guns already near Monte Christo were at the Boers in retreat and shelled their lagers, more 12 p.m. were brought out from Gun and Huser Hills. Four of them, and the 6-inch guns, and Mountain Battery, were posted on the Hlangwani Plateau overlooking the river, and towards dusk the two 4.7 guns started for the pontoon. We took them down over the ridge just north of Hlangwani, in the dark. And I cannot imagine any better test of the hardness and mobility. Meantime the bulk of the army was moving west, and the two leading infantry Brigades passed over the pontoon, namely, General Coke's Brigade with the Somerset leading, a battery R.F.A. and General Wynne's Brigade. They pushed through the group of kopjes beyond Fort Wylie and out towards Groblers Kloof, supported by their artillery and by Gun Hill, but on the morning of the 22nd they were under a stiff rifle fire from every bit of cover on the face of the hill. The reconnaissance accomplished its object; but it cost the Somerset 50 men. The Boers had held their fire till within, in some cases, 200 yards.

Thursday 22nd.—Yesterday and to day the force was crossing the pontoon. The 4.7 guns were given a position South of the River and north of the pontoon, and told to shell Terrace Hill, but we soon found ourselves engaged with a good many Boer guns scattered along a very wide front; two Naval 12 p.m. went across and were posted among the Colenso kopjes, and there became hotly engaged. The Boers had grasped the fact that we were leaving our Monte Christo position and were crossing the Colenso. They at once attempted their retreat, saying probably, "Oh, things might be far worse than this," and were coming back and muzzling the line—Groblers, Terrace, Picters—and that too with a steadily increasing number of guns. However, we pressed on, and at 1.30 p.m. the advance began. The Lancashire Brigade with a front of about half a mile and supported by the 2nd and 4th Brigades moved north with their right on the river. The Boers, besides muzzling their trenches, scattered so among the cover, that the Artillery could not suppress their fire; and, in addition, made a counter attack on our left front from Groblers Kloof. Some of the Rifles were pushed out to meet it, so that our front was a curved one, its right and advanced flank resting on the river. As it grew dark the Boers attacked the right as well, and it also became necessary to push up some of the 2nd Brigade to reinforce the front battalions. Firing continued almost all night; and in the morning, Col Harris of the East Surreys made a charge to relieve the pressure on the right.

Friday 23rd.—The losses were heavy, for the ground gained. They must have been 300, and included Col. Wynne, the Brigadier of the Lancashire. Col. Kitchener now took place, and the firing line was re-arranged. This morning early the two 4.7 Naval guns, two more 12 pounders and the four 5-inch guns were posted among the kopjes, every inch and range of which the Boers knew—the R.F.A. and "Howitzers" were further in front of them. Very soon the long range guns were engaged in a duel with the Boer guns which, left alone, would have lashed the troops and the R.F.A. far more than they were now able to. The idea was to advance with our right on the railway and bore through the defence line at Terrace Hill. Therefore, when not engaged by the Boer guns, all available guns bombarded Terrace Hill. A 4.7 platform gun was now mounted at Gun Hill, and with the 6-inch helped to keep down the Boer guns' fire. They did at least three or four times a dozen 12 or 16 pounders and several small guns—all long range, besides, of course, pom-poms and some of the guns of short range they had got at Colenso. At 12.30 Hart's Brigade, supported by part of Norcott's moved off to take Terrace Hill. The usual pattern of musketry was going on all along our line, accompanied by the deeper din of the artillery. For about a mile Hart's men moved along the railway, and were apparently unopposed. The Inniskillings led. No Boers were visible on Terrace Hill, or at any rate very few; but the few we caught sight of were all moving the same way, namely to reinforce it. The moment the infantry column approached the bridge over Onder-Brook Spruit, they lost their friendly cover, and the pattern of musketry changed. The Boers were now in the open, and the sky-line of Terrace Hill empty, it was full of Boers bobbing up shoulder high and shooting for all they were worth. And as seen pom-poms were at work too, so that Hart's men had a gauntlet to run indeed. 60 men went down here, before they had got near the place they were going to attack. Of course, directly the Boers showed up they came a heavy artillery and then themselves. There was a kopje carry before they got to the spur of Terrace Hill, up which the attack was to go; in fact they now had to fight their way along. But at 4 o'clock the two leading battalions were ready, and General Hart ordered the attack. It was nearly sunset before they were up to the top, where cover, and 400 yards back from the edge, rose the entrenched kopje, which it was intended to carry.

The moment they emerged on to the top and began their rush forward, they came under a terrible fire from Railway Hill—their front, and left front. Very few ran far. The small remainder dropped and fired where they were, and got back to cover when they could. It was heart-breaking to watch. It was clearly impossible for them to make any headway; rifle fire came from all sides, and in spite of the artillery, from the crest of the kopje as well, the attack had failed. Other companies renewed it in the falling light, but they too withered away, as they went forward. Two Colonels, three Majors, twenty-eight other officers and over 500 men had fallen here. Then came the night. Still the unsteady splutter of rifle fire went on, and now the guns and their escorts in the kopjes, freed from the straits of shell, began to endure a steady sniping, which, bursting into an occasional roar, ran all along the front.

Saturday 24th.—At daybreak the artillery recommenced on both sides. It was seen that Hart's men had in the night put up lines of chauchaus, so that they might hold to their position, near the top of the hill. But the Boers sent small parties round the wooded

broken slopes to their left front, and the chauchaus became untenable. Hart's men were retired, and later in the day their chauchaus were recomposed by the Durham Light Infantry; their flanks now protected by flanking parties. Still the killed and wounded on the river, and the guns back in position, were a terrible sight. The Boers were now attacking our line had been pushed forward a little on the left, but not much. There was no infantry movement to-day. A steady fire was kept up from both guns and rifles. This was no rear-guard action; it was an impasse. Something else must be tried. And it was decided, while holding our present firing line, to withdraw our reserve battalions and guns south of the river, and the guns back in position that commanded and if possible enfiladed the Boer lines, and prolonging our line to the East, across the Tugela there and go right round the flank of the enemy's position at Picters. Thus we should take Picters or Three Knoll Hill first, then Railway Hill, and finally Terrace Hill, and so prepare the way for the advance along the Picters Ladysmith Road. Four Naval 12 p.m. were sent across at once to Monte Christo.

Sunday 25th.—These movements were commenced last night. In the dark the guns were brought down to the pontoon, and at dawn on Sunday they and the Mounted, Irregulars and Kitchener's Brigade filed across. The Springfield force was now called in. There was no firing to-day by a mutual agreement, and the wounded on Terrace Hill were being treated. The two platform 4.7 guns were ordered out from Gun Hill to the Hlangwani plateau. By noon the wheeled 4.7 guns were in place, but hidden, close alongside the four Naval 12 p.m. Four more 12 p.m. were well up the northern spur of Monte Christo.

Monday 26th.—And two platform 4.7 guns were being placed on the part of the Hlangwani Plateau between Brown's and Gun Hill, but on the 4.7-inch guns and the howitzers were to the westward of these, and the R.F.A. was distributed along the edge of the same plateau. Rifle fire recommenced at 8 p.m. last night, but the Boers were apparently only ascertaining whether or no we still held to our old firing line, and when we replied they ceased. All Monday was passed in desultory rifle and shell fire. The powerful naval guns, with the four 5-inch guns and the howitzers were to the westward of these, and the R.F.A. was distributed along the edge of the same plateau. Rifle fire recommenced at 8 p.m. last night, but the Boers were apparently only ascertaining whether or no we still held to our old firing line, and when we replied they ceased. All Monday was passed in desultory rifle and shell fire. 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## NEW ADVERTISEMENTS

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED on the 2nd July, 1900, on which day the CALL now advertised will be PAYABLE.

By Order,  
SHELFON HOOPER,  
Secretary.  
Hongkong, 16th June, 1900. [1770]

## FOR SALE:

ONE FULL PLATE CAMERA and SLIDES, One 1/2 PLATE CAMERA, SLIDES and SHUTTER.  
Apply—  
JOHN LEMM, F.I.A.,  
Architect,  
64, Queen's Road Central,  
Hongkong, 16th June, 1900. [1767]

## PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction,

on **THURSDAY**, the 21st June, 1900, at 2.30 p.m., at his Sales Rooms, Duddell Street, a QUANTITY OF

**HOUSEHOLD FURNITURE** of every Description.

(The property of Gentlemen leaving the Colony).  
Further Particulars can be seen from Catalogue.  
On View from Wednesday, the 20th June.  
TERMS:—As Customary.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 16th June, 1900. [1771]

## IN THE MATTER OF ORDINANCE

No. 2 of 1892

AND  
In the Matter of the Application of WILLIAM SEYBOURNE BAILEY and PATRICK MURRAY, both of Victoria, in the Colony of Hongkong, Engineers, for an Invention for an improved method of securing handles to cans, drums and other receptacles.

NOTICE is hereby given that the Petition, Specification and Declaration required hereunder by Ordinance No. 2 of 1892, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM SEYBOURNE BAILEY and PATRICK MURRAY to apply at the Sitting of the Executive Council hereinafter mentioned for Letters Patent for the exclusive use within the said Colony of Hongkong of the above-named Invention.  
And Notice is hereby also given that a Sitting of the Executive Council before whom the matter of the Petition will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on MONDAY, the 26th day of June, 1900, at 11 o'clock in the forenoon.  
Dated the 15th day of June, 1900.  
WILLIAM SEYBOURNE BAILEY and PATRICK MURRAY,  
Solicitors for the said  
[1768]

## TREASURY BILLS.

**TENDERS FOR SPECIE, MEXICAN DOLLARS**, current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in Charge H.M.'s Treasury Chest until 11 a.m. on **TUESDAY**, the 19th instant.

The Tenders to state the total amount for which each Bill should be drawn, but no Bill will be issued for sums less than £100.  
The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS".  
The right to accept or reject any or all of the Tenders is reserved.

P. S. DYSON,  
Captain,  
Treasury Chest Officer, China.  
Her Majesty's Treasury Office,  
Fletcher Street,  
Hongkong, 16th June, 1900. [1769]

## POSTPONEMENT.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship  
"FORMOSA,"  
Captain Hodgins, will be despatched for the above ports TO-DAY, the 18th inst., at 10 a.m. For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 15th June, 1900. [1762]

**THE HONGKONG WEEKLY PRESS** is now ready and contains—

Leading Articles—  
The Boxer Outbreak.  
Britain and the Other Powers in China.  
Tariff Revision.  
The Water Supply Question.  
The Outbreak in Funnan.  
The Post Office Building.  
Naval Guns on Shore.  
Hongkong Legislative Council.  
The Crisis in China.  
The Boxer Rising.  
An Imperial Decree which Encouraged the Rioters.  
A Hongkong Chinaman's Experience of the Boxers.  
Departure of Troops from Hongkong.  
The Bribery Ordinance.  
Hongkong Volunteer Corps.  
The Salvo of an American.  
Postmaster General's Report.  
Canton.  
The Philippine Commission.  
The Proposed Revision of the Tariff.  
Japan and Corea.  
The "Star" Ferry Co., Limited.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance; postage, \$2.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 16th June, 1900.

## NEW ADVERTISEMENTS

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAINAN,"

Captain Davis, will be despatched for the above ports TO-MORROW, the 17th inst., at DAY-LIGHT.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 15th June, 1900. [1761]

## FOR SHANGHAI.

THE Steamship

"LOONGMOON,"

Captain F. W. Schult, will be despatched for the above port on MONDAY, the 18th inst., at 3 p.m.

This Steamship has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Hongkong, 15th June, 1900. [1763]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

NOTICE TO CONSIGNERS.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Trieste, ex s.s. Imperatrice, transhipped at Bombay.

From Venice, ex s.s. Apollo, transhipped at Trieste.

From Lorient, ex s.s. Electra and Espera, transhipped at Port Said.

Optional Cargo will be discharged here.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st inst. will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELE & CO.,  
Agents.  
Hongkong, 14th June, 1900. [1764]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.G.L. Steamship

"WITTENBERG,"

Captain Hempel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before 3 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO.,  
Agents.  
Hongkong, 15th June, 1900. [1764]

## FOR SALE.

A FEW OF THE FAMOUS

HUMBER BICYCLES.

LADIES' AND GENTLEMEN'S.

Price ... .. \$140

WM. SCHMIDT & CO.,  
Beaconsfield Arcade,  
Hongkong, 16th June, 1900. [1218]

**W. B. BREWER & CO.**

Academy Pictures, 1900. 5 Parts at 70 cts. each

Figaro Salon, 1900. ... .. \$150 each

La Panoram (Exposition Universelle).

Basins on the Pacific and the Siberian

Railway, by Vladimir. ... .. \$9.00

On the Eve of the War, by Evelyn Cecil, M.P.

Forty-one Years in India, by Lord Roberts

Ordered South, by Mrs. C. M. Williamson

Secondly, by Zola (French Edition) ... .. 1.90

The War in South Africa, by J. A. Hobson. ... .. 4.50

The Citizens' Atlas ... .. 10.50

Africa's Incidents, by Thurston ... .. 6.50

With the Colours, by Jephson ... .. 2.25

Village Life in China, by Author of Chinese Characteristics ... .. 4.50

Wide World Adventures (Newnes) ... .. 1.50

Roundabout Day by Day ... .. 2.25

Discoveries and Inventions of the 19th Century ... .. 4.50

23 & 25, Queen's Road, Hongkong. [31]

## CARTRIDGES.

**NOBEL'S SPORTING BALLISTITE.**

Absolutely Smokeless and Water-resisting.

The Best Nitro-powder in the World.

PRICE OF 12-BORE CARTRIDGES—

Loaded with With Powder ... .. \$7.40

Primrose Cases ... .. 8.00

Regiment Cases ... .. 8.00

Regiment Cases ... .. 8.00

5 per cent. discount on orders of 1,000 and over.

Apply to  
WM. SCHMIDT & CO.,  
Gunmakers,  
Hongkong.  
Hongkong, 27th July, 1897. [12]

**PORTLAND CEMENT**

J. B. WHITE & BROS.

Sole Agents for China,  
HOLLIDAY, WEBB & CO.,  
Hongkong, 16th September, 1899. [1765]

## AUCTIONS.

**PUBLIC AUCTION.**

**VALUABLE BUILDING LAND.**

TO be sold by Public Auction by Order of the Mortgagees and without reserve, on

**TUESDAY**,

the 19th instant, at 3.30 p.m., at the Sale Room of the Auctioneers.

All that valuable piece of Land known as KILL, No. 624. Total Area 69,335 sq. ft. and having a building frontage of 1230 feet on Des Voeux Road, Canton Road and a Private Road.

The Estate faces the Harbour and Lysewood Pass.

For plans and further particulars apply to—  
HUGHES & HOUGH,  
Auctioneers,  
or to  
JOHNSON STOKES & MASTER,  
Solicitors to the Mortgagees.  
Hongkong, 15th June, 1900. [1740]

## PUBLIC AUCTION

of  
**VALUABLE LEASEHOLD PROPERTY.**

TO be Sold (Subject to a reserved price) in One Lot,

on **FRIDAY**,

the 22nd day of June, 1900, at 3 o'clock in the Afternoon,

by  
MR. GEO. P. LAMBERT,  
Auctioneer,

at his Sales Rooms, Duddell Street, and registered in the Land Office respectively as Section A of Kowloon Island Lot No. 441 and Section B of Kowloon Island Lot No. 441, having an Area of 33,832 square feet, with the European Dwelling house known as "Glen-horn" erected thereon. The premises are held for the residue of the term of 75 years from the 24th day of June, 1888, and are sold subject to the appertained yearly Crown Rent amounting to the total sum of \$175 and to the existing tenancy thereof.

For further particulars and conditions of sale, Apply to—

H. K. HOLMES,  
Solicitor for the Vendor,  
54, Queen's Road,  
or to  
MR. GEO. P. LAMBERT,  
Auctioneer, Duddell Street,  
Hongkong, 12th June, 1900. [1724]

## PUBLIC AUCTION

**PRELIMINARY NOTICE.**

THE Underigned have been favoured with instructions from HART BUCH, Esq., to Sell by Public Auction,

on **WEDNESDAY**,

the 4th July proximo, Commencing at 11 a.m., and following days until completion of the Sale, within his residence, Mount Richmond, the WHOLE OF THE

**VALUABLE FURNITURE** contained therein, comprising—

DINING and DRAWING ROOM SUITES, SIDEBOARDS and OVERMANTELS, HALL and BEDROOM FURNITURE.

A QUANTITY OF VALUABLE BLACK WOOD.

A GRAND PIANO, by Broadwood.

A BILLIARD TABLE in excellent order with the usual APPURTENANCES, by Heanin; and SEVERAL VALUABLE PAINTINGS by celebrated Artists, &c., &c., &c.

Also  
A COLLECTION OF RARE PLANTS.  
Catalogues and further Particulars will be issued.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 14th June, 1900. [1749]

## N. R.

**VICTORIA PRECEPTORY AND PRIORY.**

A REGULAR MEETING of the

VICTORIA PRECEPTORY and

PRIORY will be held at the Premises of

HALL on MONDAY, the 19th instant, at 8.30 for 9 p.m. previously. Visiting Sir Knights are cordially invited to attend.

Hongkong, 14th June, 1900. [1746]

## NEW GOODS.

**PLENTY**

IN

**HAND.**

## D. NOMA.

12, Beaconsfield Arcade,

Opposite the City Hall,  
Hongkong.

Hongkong, 27th April, 1900. [1768]

## FOOD SUPPLY COMMISSION.

THE Ladies who signed the Petition which resulted in the Appointment of the above named COMMISSION are respectfully requested to assist the Commission in the conduct of its enquiries by communicating in writing as early as possible all facts within their experience bearing on the question of the Rise in Price of Provisions in the Colony. List of Prices paid for the more Ordinary Articles of Food produced locally, as for example, Bread, Flour, Rice, Fish, Meat, Mutton, Eggs, Poultry and Game, Vegetables and Fruit, at various Periods during the last Five Years will be extremely valuable. Similar Lists showing the Prices at different times of Wood, Coal, Charcoal and Oil will also be of value.

All Persons who feel themselves in a Position to throw any light on the subject either as regards the fact of the Rise in Prices or as to the cause or causes thereof are respectfully requested to communicate with the Undersigned in writing or, if they prefer it, to tender themselves for examination as witnesses.

JNO. J. FRANCIS,  
Chairman.  
Hongkong, 31st May, 1900. [1625]

## BANKS.

**THE MERCANTILE BANK OF INDIA, LIMITED.**

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED £1,125,000

PAID-UP CAPITAL £2,432,500

RESERVE FUND £30,000

**BANKERS:**  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per centum on the Daily balance.

On Fixed Deposits—  
For 12 months 4 1/2  
For 6 months 4  
For 3 months 3 1/2

J. THURBURN,  
Manager, Hongkong.  
Hongkong, 24th March, 1900. [20]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL £10,000,000

RESERVE FUND £11,500,000

RESERVE LIABILITY OF PROPRIETORS £10,000,000

**COURT OF DIRECTORS:**  
N. A. STEES, Esq.—Chairman.  
R. SHAW, Esq.—Deputy Chairman.  
E. G. L. Esq., J. J. Raymond, Esq.,  
Hon. R. M. Gray, R. L. Richardson, Esq.,  
A. Haupt, Esq., P. S. S. Esq.,  
Hon. J. J. Kerwick, H. W. Slade, Esq.,  
D. Meyer Moses, Esq.

**CHIEF MANAGER:**  
HONGKONG—SIR THOMAS JACKSON.

**MANAGER:**  
Shanghai—J. P. WADE GAEDNER, Esq.

**LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.**

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the Daily balance.

On Fixed Deposits—  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 1st June, 1900. [17]

**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 28th March, 1900. [18]

**THE NATIONAL BANK OF CHINA LIMITED.**

AUTHORIZED CAPITAL £1,000,000

PAID-UP CAPITAL £324,374

**HEAD OFFICE—HONGKONG.**

**BOARD OF DIRECTORS:**  
CHAN K. SHAN, Esq., D. GILLIES, Esq.,  
CHOW T. SHANG, Esq., J. T. LATTES, Esq.,  
GEO. W. F. PLATT, Esq.,  
GEO. W. F. PLATT, Esq.

Interest for 12 Months Fixed 5%.

Hongkong, 23rd March, 1899. [19]

**BANK OF TAIWAN (FORMOSA), LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000

PAID-UP CAPITAL 1,350,000

**HEAD OFFICE—TAIPEI, FORMOSA.**

JUICHI SOTEDA, Esq., President.  
Head Office Manager—TAKESHI DOKI, Esq.

**BRANCHES AND AGENCIES:**  
Tokyo, Osaka, Yokohama, Kobe,  
Nagasaki, Kyoto, Nagoya, Tientsin,  
Moji, Hiroshima, Hakodate, Utsunomiya,  
Hongkong, Shanghai, Amoy, Fusan,  
Chemulpo.

**HEAD OFFICE—INTEREST ALLOWED.**  
On Current Account 4 1/2 per centum  
On Fixed Deposits—  
For 3 months 5 1/2 per centum per annum  
For 6 months 6 per centum  
For 12 months 6 1/2 per centum

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI,  
Manager.  
Taipei, 20th November, 1899. [290]

**THE BANK OF CHINA & JAPAN LIMITED.**

WORKING CAPITAL over £210,000

RESERVE LIABILITY OF SHAREHOLDERS fully £425,000

2635,000

**HEAD OFFICE:**  
33, Nicholas Lane, London.











## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN,  
EGYPT, MARSEILLES, MEDITER-  
RANEAN AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 18th June, 1900, at 2 p.m. the Company's Steamship "INDUS," Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the S. S. Polytechnie, which vessel takes on her Passengers and Mails, leaving that port on the 30th June direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Passengers until 3 p.m. on the 17th June. (Passengers are not to be sent on board; they must be left at the Agency's Office) Consignees and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 6th June, 1900.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC OCEAN, OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this port for BOMBAY, SATURDAY, the 23rd June, 1900, at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by Bombay with transshipment.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 11th June, 1900.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 19th June, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and cargo will be received at the Company's Office until 2 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passages apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.

Hongkong, 2nd May, 1900.

## THE OSAKA SHOSSEN KAISHA, LIMITED.

POK SWATOW, AMOY, AND TAIWANTOO.

THE Company's Steamship

"ARTEMIS" MARU.

Captain T. Sato, will be despatched for the above ports on TUESDAY, the 26th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUBISHI KAISHA, LIMITED.

Agents.

HONGKONG, 18th June, 1900.

1410

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE'S KAMPURU).

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA."

Captain Ostrander, will be despatched for the above port on or about 28th June.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

HONGKONG, 24th May, 1900.

1420

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS

in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH-BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with INDO-CHINA STEAM NAVIGATION Co's fortnightly service lanes to CALIFORNIA, callings from CALIFORNIA, for CANTON, every fortnight.

For Freight and further particulars, apply to

DODWELL & CO. LIMITED,

General Agents for China and Japan.

HONGKONG, 4th August, 1897.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Holmes, will be despatched for the above ports on THURSDAY, the 21st inst., at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

HONGKONG, 6th June, 1900.

1689

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CEYLON, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE."

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this port for BOMBAY, SATURDAY, the 23rd June, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by Bombay with transshipment.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

HONGKONG, 11th June, 1900.

1

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CITY OF SHANGHAI (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, ON THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, 11th June, 1900.

13

FOR NEW YORK.

THE 3/4 A. L. American Barque

"J. B. WALKER."

Wallace, Commander, is ready to load and will be despatched latest end of this month.

For Freight, apply to

SIEMSEN & CO.,

Agents.

HONGKONG, 13th June, 1900.

1373

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

AMERICA MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 26, 1900, at Noon.

HONGKONG MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 26th June, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, 11th June, 1900.

1758

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Capt. Peterson, will be despatched for the above port on or about 24th July.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

HONGKONG, 30th May, 1900.

1617

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ARNE, COBORN, Amer. ship, Colcord.—Order

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"SILESIA."

Captain Bohrou, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

Any Cargo impeding their discharge will be loaded into the Godowns of the Hongkong and London Wharves and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th instant, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO.,

Agents.

HONGKONG, 9th June, 1900.

1710

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."

OF THE NORDDEUTSCHER LOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and London Wharves and Godown Co., Limited, Kowloon, whose delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 19th June, and WEDNESDAY, the 21st June, at 9.30 a.m.

All claims must reach us before the 24th June, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD.

MELCHERS & CO.,

Agents.

HONGKONG, 12th June, 1900.

1641

DAVID CORSAE & SONS

MERCHANT NAVY

LONG BOILED

NAVY FLAX

EELIANE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.,

Sole Agents.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"ANTENOR."

Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, 18th May, 1900.

1517

BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship

"BENALDER."

Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 26th prox.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

HONGKONG, 13th June, 1900.

1745

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"MENELAUS."

Captain Towell, will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, 5th June, 1900.

1665

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"ACARA."

will be despatched for the above port on or about 15th July.

For Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

HONGKONG, 1st June, 1900.

1645

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above on TUESDAY, the 24th prox.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, 15th June, 1900.

1758

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Capt. Peterson, will be despatched for the above port on or about 24th July.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

HONGKONG, 30th May, 1900.

1617



## POST OFFICE NOTICES.

The *America* Mail, with the American Mail, from San Francisco dated the 19th ultimo, left Shanghai on Thursday, the 14th instant, at 10 a.m., and may be expected here to-day.

The *Singapore*, with the French Mail, left Saigon on Wednesday, the 13th instant, at 1 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on 14th April.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Amoy, Samang and Sourabaya	Shantung	Saturday, 16th, 1.00 P.M.
Norokwang	Independent	Saturday, 16th, 3.00 P.M.
Yokohama and Kobe	Tricote	Saturday, 16th, 3.30 P.M.
Swatow, Amoy and Tamsui	Haiman	Saturday, 16th, 5.00 P.M.
Swatow, Amoy and Tamsui	Tamsui Maru	Saturday, 16th, 5.00 P.M.
EUROPE, & INDIA VIA TUTICORIN.		
(Late Letters 12.10 to 12.30 p.m. Extra Postage 10 cents)		
Manila	Sungkiang	Monday, 18th, 9.00 A.M.
Samsui and Wuchow	Wuchow	Monday, 18th, 9.00 P.M.
Manila	Manila	Monday, 18th, 4.00 P.M.
AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Manila	Loongpang	Tuesday, 19th, 11.00 A.M.
Samsui and Wuchow	Samsui	Tuesday, 19th, 4.00 P.M.
EUROPE, & INDIA VIA TUTICORIN.		
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)		
Singapore	Antenor	Monday, 25th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empire of India	Registration 10.00 a.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)
EUROPE, & INDIA VIA TUTICORIN.		
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents)		
Manila	Oldenburg	Thursday, 28th, 11.00 A.M.
Letters (Registration, with late fee of 10 cents, up to 10.45 a.m.)		
Letters (Registration, with late fee of 10 cents, up to 10.45 a.m.)		

## COMMERCIAL.

## CLOSING QUOTATIONS.

## EXCHANGE.

ON LONDON—	1/11 1/2
Bank Telegraph Transfer	1/11 1/2
Bank Bills, at 90 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills, 4 months' sight	2/0
ON PARIS—	240
Bank Bills, on demand	240
Credits, at 4 months' sight	250
ON GERMANY—	2.00
On demand	2.00
ON NEW YORK—	47 1/2
Bank Bills, on demand	47 1/2
Credits, 60 days' sight	48 1/2
ON BOMBAY—	146 1/2
Telegraphic Transfer	146 1/2
Bank, on demand	146 1/2
ON CALCUTTA—	146 1/2
Telegraphic Transfer	146 1/2
Bank, on demand	146 1/2
ON SHANGHAI—	72
Bank, at sight	72
Private, 30 days' sight	73
ON YOKOHAMA—	3 1/2 p.c.m.
On demand	3 1/2 p.c.m.
ON MANILA—	2 1/2 p.c.m.
On demand	2 1/2 p.c.m.
ON SINGAPORE—	14 p.c.m.
On demand	14 p.c.m.
ON BATAVIA—	11 1/2
On demand	11 1/2
ON HAIKONG—	3 p.c.m.
On demand	3 p.c.m.
ON BANQUET—	60
On demand	60
SOVEREIGNS, 100 fine, per toad	10.13
GOLD LEAF, 100 fine, per toad	10.13
BAR SILVER, per oz.	27 1/2

## OPIUM.

Quotations are—	Allow 5% not to 1 catty.
Melwa New	\$880 to per picul.
Melwa Old	\$840 to \$850
Melwa Older	\$840 to \$850
P. P. wrapped	\$870 to
Persian fine quality	\$910 to
Persian extra fine	\$925 to
Patna New	\$1,025 to per chest.
Patna Old	\$1,035
Benares New	\$1,025
Benares Old	\$

## PASSENGERS.

Per *Kagoshima* Maru, from Bombay, &c., Miss J. J. Eford and baby.

## VESSELS EXPECTED.

THE AMERICAN MAIL.	
The T. K. K. steamer <i>America</i> Maru, with mails, &c., left Shanghai for this port, on the 14th instant, at 10 a.m., and may be expected here to-day.	
The O. & O. steamer <i>Ono</i> , with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6th inst.	
The P. M. steamer <i>City of Peking</i> , with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 29th ultimo.	
THE JAPANESE MAIL.	
The M. S. steamer <i>Sydney</i> , with the next French mail, left Saigon on the 13th inst., at 1 p.m., for this port, and may be expected here to-day.	
THE CANADIAN MAIL.	
The C. P. R. steamer <i>Empress of India</i> arrived at Nagasaki at 7 a.m., on the 14th instant, and left same day at 4 p.m. for Shanghai, where she is due to arrive at 2 a.m. on Saturday, the 16th June.	
THE INDIAN MAIL.	
The Indo-China steamer <i>Saurang</i> , from Calcutta and Straits, left Singapore for this port Wednesday, the 13th instant, at 4 p.m.	
MERCHANT STEAMERS.	
The N. Y. K. steamer <i>Wakana Maru</i> (European Line) left Singapore on the 14th instant, and is expected to arrive here on the 19th instant.	
The N. Y. K. steamer <i>Hiroshima Maru</i> (Bombay Line), left Kobe via Moji for this port on the 13th instant, and is expected to arrive here on the 20th instant.	

## JOINT STOCK SHARES.

HONGKONG, 15th June.

STOCKS.	NO. OF SHARES.	ISSUED.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11 1/2 = \$23.58 1/2 for 2nd half year '99	\$15 p. ct. pr. = \$518.75 (sellers)
Bank of China & Japan, Ltd.	109,873	28	21	None	41
Do. Deformed	1,250	41	21	None	41
National Bank of China, Ltd.	10,070 A	210	28	2/8 for 1899	\$27, buyers
Do. Founder's Office	29,955 B	210	28	2/8 1/2 for 1899	\$27, buyers
Do. Founder's Office	7,000	21	21	None	\$27
MARINE INSURANCES.					
United Insurance, Ltd.	16,000	\$250	\$250	35 p. ct. = \$18 for 1898	\$205, sales
China Trade Insurance Co., Ltd.	24,000	\$83 3/4	\$83 3/4	10 p. ct. for 1898	\$55, sellers
North China Insurance Co., Ltd.	5,000	\$100	\$100	10 p. ct. for 1898	\$115, 100
Yangtze Insurance Assn., Ltd.	8,000	\$100	\$100	10 p. ct. for 1898	\$121, sales and sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$250	10 p. ct. for 1898	\$182 1/2, sales
Straits Insurance Co., Ltd.	20,000	\$100	\$100	5 p. ct. for 1898	\$1, buyers
FIRE INSURANCES.					
Hongkong Fire Insurance Co., Ltd.	8,000	\$50	\$50	\$27 for 1898	\$285, sales and sellers
China Fire Insurance Co., Ltd.	20,000	\$100	\$100	\$6 for 1898	\$70, sellers
SHIPPERS.					
Hongkong & Canton and Amoy S. S. Co., Ltd.	50,000	\$15	\$15	\$120 for 1st half year ended 31-12-99	\$313, sellers
Indo-China S. S. Co., Ltd.	60,000	210	210	\$10 p. ct. for 1898	\$86, sellers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$50	10 p. ct. for 1898	\$100, old c.d. issues
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for 1898	\$48, sellers
China Mutual S. S. Co., Ltd.	20,000	210	210	10 p. ct. for 1898	\$100, 100
Do. Ordinary	20,000	210	210	10 p. ct. for 1898	\$100, 100
Do. do	20,000	210	210	10 p. ct. for 1898	\$100, 100
Star Ferry Co., Limited	10,000	\$10	\$10	10 p. ct. for 1898	\$15, sellers
Shell Transport & Trading Co., Limited	18,000	210	210	10 p. ct. for 1898	\$310
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of 5 p. ct. for 1898	\$125, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	Final of 5 p. ct. for 1898	\$30
MINING.					
Panjo Mining Co., Ltd.	60,000	\$8	\$8	None	\$6 1/2
Do. Preference	30,000	\$1	\$1	None	\$130
Scott's Free Press & Char-bananges de France	16,000	\$250	\$250	None	\$200, sellers
Queens Mines, Limited	400,000	25 cts	25 cts	None	18 cents
Jadeite Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end 31-12-94 (company)	\$12.25, buyers
Ruby Australian Gold Mines Co., Limited	200,000	41	10/10	10 p. ct. for 1898	\$84, buyers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$81
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	\$275
Do. Preference	70,000	\$1	\$1	First year	50 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. ct. & 12 p. ct. bonus for 1898	\$30 p. ct. pr. = \$787.50 (buyers)
Wharf and G. Co., Ltd.	20,000	\$50	\$50	10 p. ct. for 1898	\$80 1/2, sales
Wharf and Warehouse and Storage Co., Ltd.	2,600	\$100	\$100	Final of 5 p. ct. for 1898	\$50, buyers
New Amoy Dock Co., Ltd.	6,000	\$31	\$31	22 p. ct. for 1898	\$22, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Final of 5 p. ct. for 1898	\$190, buyers
Kowloon Land & Bldg. Co., Ltd.	6,000	\$50	\$50	Final of 5 p. ct. for 1898	\$251, sellers
West Point Building Company, Limited	12,500	\$50	\$50	Final of 5 p. ct. for 1898	\$271, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for 1898	\$125, sellers
Hampshire Estate & Fin. Co.	55,000	\$10	\$10	5 p. ct. for 1898	\$10.60, buyers
CORPORATE MINES.					
Euro Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	3 p. ct. for 1898	Tis. 60
International Cotton Spinning & Weaving Co., Ltd.	10,000	\$100	\$100	3 p. ct. for 1898	Tis. 60
Spin & Weave Co., Ltd.	8,000	\$100	\$100	3 p. ct. for 1898	Tis. 60
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	4 p. ct. for 1898	Tis. 37 1/2
Yehlong Cotton Spinning Co., Ltd.	7,000	\$100	\$100	4 p. ct. for 1898	Tis. 60
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	4 p. ct. for 1898	\$87, sellers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1898	\$214, buyers
China Portland Cement Co., Ltd.	7,000	\$20	\$20	Final of 5 p. ct. for 1898	\$26, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. ct. for 1898	\$16, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	60 cents for 1898	\$11.65, sales
Hongkong and China Gas Co., Ltd.	7,000	210	210	10 p. ct. for 1898	\$127
Gas Supply Co., Ltd.	10,000	\$50	\$50	10 p. ct. for 1898	\$170
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	10 p. ct. for 1898	\$170, buyers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	10 p. ct. for 1898	\$170, buyers
Hongkong High Level Tramway Co., Ltd.	1,250	\$100	\$100	10 p. ct. for 1898	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$75	10 p. ct. for 1898	\$84, buyers
Carmichael & Co., Ltd.	2,000	\$25	\$25	10 p. ct. for 1898	\$84, buyers
H. K. & China Bakery Co., Ltd.	1,000	\$50	\$50	10 p. ct. for 1898	\$50
Campbell, Moore & Co., Ltd.	1,250	\$10	\$10	10 p. ct. for 1898	\$15, buyers
Dei's Asbestos & Agcy., Ltd.	10,000	21	21	None	\$14, buyers
Asbestos Oriental Agency, Limited	9,000	\$10	\$10	None	\$84, sales
Tebrau Planting Co., Ltd.	10,000	\$5	\$5	None	\$8, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	10 p. ct. for 1898	\$90, buyers
Watkins, Limited	1,000	\$10	\$10	10 p. ct. for 1898	\$10, sales

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 14th JUNE, P.M.

REGISTER, 24th JUNE, 1906.						
STATION.	Hour.	Barometer. at base and level and time.	Ther- mo- m- eter.	Humidity.	Wind. Direction Force.	Weather.
Victoria Peak	2 p.	—	—	—	—	—
Tokyo	"	29.63	—	—	N 4	—
Kobei	"	29.68	—	—	NW 4	—
Nagasaki	"	29.64	—	—	E 0	—
Kagoshima	"	29.68	—	—	N 0	—
Taipei	1 p.	29.68	—	—	NW 0	—
Taiichu	"	29.70	—	—	NW 0	—
Tainan	"	29.74	—	—	SW 2	—
Koehun	"	29.76	—	—	W 0	—
Pescadorez	"	29.75	—	—	S 4	—
Outzinf	3 p.	29.62	77	62	N 2	ov
Sharp Peak	"	29.65	83	79	S 2	—
Amoy	"	29.63	84	63	NW 1	—
Swatow	"	29.68	80	67	NW 1	or
Canton	"	29.59	85	61	S 1	or
Hongkong	4 p.	29.00	82	57	W 1	or
Victoria Peak	"	—	—	—	SW 3	—
Cap. Koek	"	29.66	—	—	SW 4	—
Macao	"	29.59	84	—	SW 1	—
Haiphong	"	—	—	—	SW 1	—
Manila	4 p.	29.78	88	72	SW 3	—
Malato	3 p.	—	—	—	W 2	ch
Bacolod	"	—	—	—	SW 2	ch
Iololo	"	29.71	88	—	W 3	b
Cebu	"	29.75	87	—	SW 2	b
C. S. James	"	—	—	—	SW 4	or
15th JUNE, A.M.						
Victoria Peak	7 a.	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—
Kobei	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Taihooku	5 a.	29.68	—	—	0	—
Taiichu	"	29.64	—	—	0	—
Tainan	"	29.66	—	—	E 4	—
Koehun	"	29.60	—	—	NW 2	—
Pescadorez	"	29.71	—	—	S 4	—
Outzinf	9 a.	29.60	—	—	—	—
Sharp Peak	"	29.67	80	60	SW 3	—
Amoy	"	29.61	80	67	S 1	or
Swatow	"	—	—	—	—	—
Canton	"	—	—	—	—	—
Hongkong	10 a.	29.63	78	60	0	or
Victoria Peak	"	—	—	—	W 6	—
Cap. Koek	"	—	—	—	—	—
Macao	7 a.	29.55	81	—	WSW 1	or
Manila	10 a.	29.76	88	72	S 1	ch
Malato	9 a.	—	—	—	S 1	b
Iololo	"	—	—	—	S 2	b
Cebu	"	29.81	85	—	S 2	or
C. S. James	7 a.	—	—	—	SW 4	o